

Pedestrian Advisory Council

Construction Barriers Briefing

Peter Baird



ATD: Right Of Way Management Division

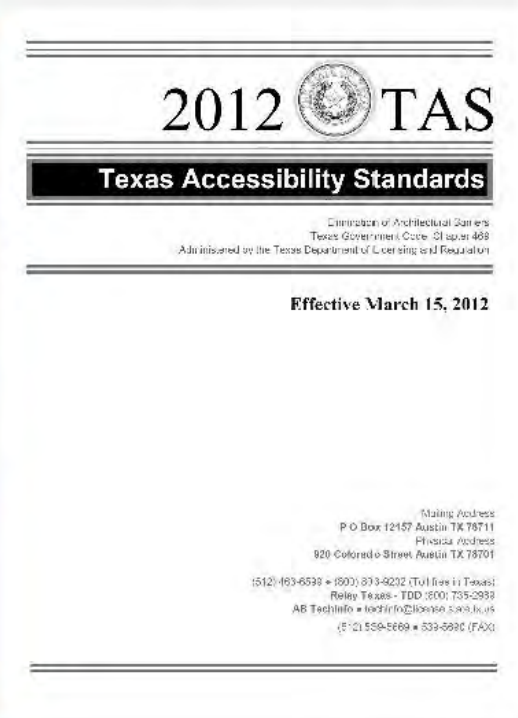
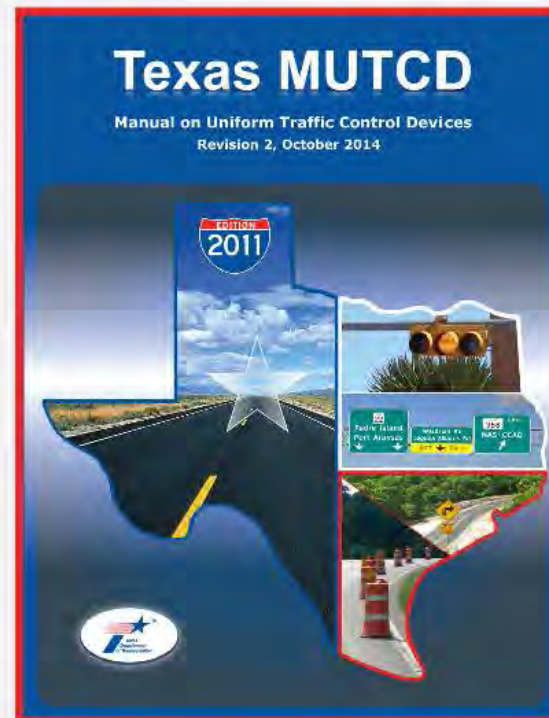


Transportation

RIGHT OF WAY MANAGEMENT

The Right of Way Management Division provides traffic planning and coordination for all activities in the right of way in order to ensure public safety and mobility. The City's right of way is typically the street surface, sidewalks and grassy areas between pavement and property lines.

Approved Temporary Traffic Control Plan



National Good Practice

TEMPORARY PEDESTRIAN FACILITIES HANDBOOK



June 2014

Pedestrian Considerations during Planning and Design

Planning

- ☐ Provide a safe, convenient travel path for pedestrians that replicates as nearly as possible the most desirable characteristics of the existing sidewalks or footpaths throughout all phases of construction.
- ☐ Avoid creating pedestrian paths that lead pedestrians into direct conflicts with work site vehicles, equipment, operations.
- ☐ Avoid creating pedestrian paths that lead pedestrians into direct conflicts with mainline traffic moving through or around the work site.
- ☐ Determine the TTC impact on pedestrians, including significant generators such as schools, senior centers, transit stops and shopping areas.
 - Determine the level of accessibility needed for pedestrians in the TTC zone through observing existing pedestrian travel patterns, and make accommodations prior to the start of work. Consider meeting with local community organizations (i.e., local blind organization, city ADA coordinator, etc.) through open houses to address concerns and needs. Develop outreach products available in the appropriate formats for those with special needs.
- ☐ Assess the TTC impact on existing pedestrian flow.
 - Ensure that temporary facilities replicate as nearly as practical the accessibility features present in the existing pedestrian facility when the existing facilities are disrupted, closed, or relocated in a TTC zone.



photo courtesy of AAA Foundation for Traffic Safety



Design

- ☐ Provide pedestrian information throughout the TTC zone.
 - Provide advance information, transition information, work area information, and ingress and egress directions for pedestrians. See *Accommodating Pedestrians in Work Zones* brochure developed by FHWA; FHWA-SA-03-011.
- ☐ The TTC pedestrian accommodation that utilizes a temporary route does the following:
 - Defines detoured routes clearly.
 - Provides advance signage at intersections rather than mid-block locations.
 - Separates pedestrians from vehicle traffic.
 - Avoids mid-block crossings.
 - Ensures that temporary routes are not much longer than the original route.
 - Provides clear and positive guidance to delineate a temporary route.
 - Provides continuous access to transit stops and/or relocates transit stops.
- ☐ Maintain a continuous accessible path of travel either around or through the construction site throughout all construction phases.
- ☐ Ensure compliance with Americans with Disabilities Act (ADA) of 1990 requirements.
 - Provide an alternate route when existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone. Temporary facilities should replicate the features present in the existing pedestrian facility.
 - Ensure a minimum sidewalk width of 36" (a 48" width is desirable), erect curb ramps, and provide passing space (minimum 5 foot by 5 foot space every 200 feet).
 - Maintain a minimum width and smooth surface to avoid creating tripping danger and to minimize barriers to wheelchair use. This includes providing ADA compliant facilities.
 - Make all barriers and channelizing devices detectable for pedestrians with visual disabilities. Note that the use of caution tape stretched between traffic control devices is not adequate and not acceptable.
 - Consider using additional devices for visual disabilities, such as audible information devices or accessible pedestrian signal.
- ☐ Maintain pedestrian access to businesses, residences, transit stops, etc.
- ☐ Provide temporary nighttime lighting for pedestrian walkways throughout the TTC zone.

continued on reverse

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Photograph Good Examples



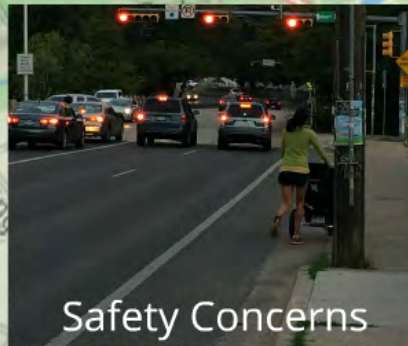
And not so good....



Bike Impacts



General Concerns



Safety Concerns



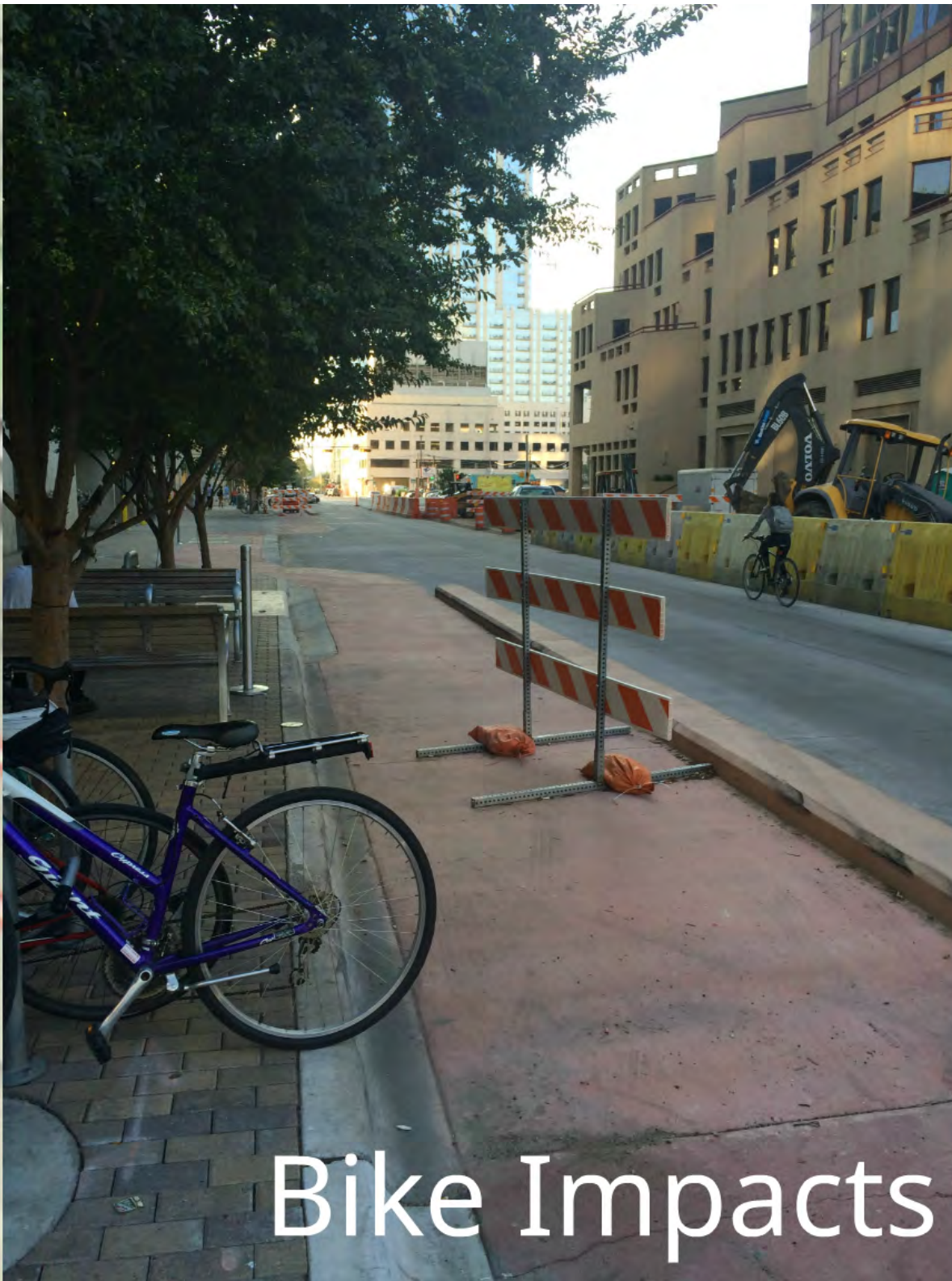
ADA Concerns



ADA Concerns



General Concerns



Bike Impacts



3-1-1 Reporting

Category: Other

"Obstruction in the Right of Way"



Sprint 3G 7:12 PM

Back Other Submit

Update Photo

305 E 3rd St, Austin

Description

Issue?

Detail?

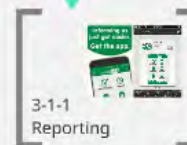
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Meeting Thursday, Nov
20th at One Texas Center
6pm, room 500.

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